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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

Yl. NATIONAL PARK

FILE NO. 143

MONTHLY REPORT

J U L Y

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JULY, 1924

August 7, 1924

Dear Sir:

I believe you will find from close perusal of the Monthly Report for Yellowstone National Park, July, 1924, attached hereto, that there are a good many items of interest therein which might be used for publicity purposes.

Cordially yours,

Horace M. Albright,
Superintendent.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

JSS

August 7, 1924

Dear Sir:

The following is my report on conditions in Yellowstone National Park and on the operation of the park for the month of July, 1924:

I. GENERAL CONDITIONS

I am glad to be able to state at this time that conditions in general in this section of the country are better than they were when I wrote this part of the June report. Heavy rains occurred at different times during the month. The first storm of any consequence occurred on July 4th and by reference to the complete weather report, which appears on another page, you will note that July was rather an unusually wet month when we take into consideration the periods for which the weather records have been kept. These rains materially helped our range conditions, particularly in the higher altitudes, and greatly increased our hay crop at the Buffalo Ranches. The storms came too late, however, to materially help the range in the country about Gardiner and up to the 5,500 ft. contour - country which is depended upon in the winter for food for antelope and for a large number of elk. It is with great regret therefore that I must again advise you that there is likelihood of a serious loss of elk and antelope occurring during next winter if the winter is unusually severe. If the winter is open and the snow is not too deep the animals will likely pull through in a satisfactory manner.

Economic conditions in this section of the country have improved considerably as a result of the rains although this observation does not apply so fully to the dryland farmers of Idaho who have suffered severely on account of the drouth. In Montana and Wyoming, however, conditions are better. The increase in the price of wheat has given much encouragement to grain farmers and

the cattle and sheep men have had their drooping spirits considerably raised by the general improvement of their markets and prices.

There are still a great many men looking for work. We have had no trouble in keeping our organization fully recruited with satisfactory men. There is some restlessness among them and we have vacancies in crews rather frequently but as these are very easily filled the turn-over does not seriously affect our operations.

We are getting fairly good delivery of supplies and considering general conditions in the country I think the prices that are being quoted on these supplies are satisfactory. As usual, we are having difficulty in getting plumbing supplies which has delayed a good deal of our automobile camp work.

Facilities for the accommodations of visitors have never been better than they are today. Unfortunately, however, the park has not enjoyed sufficient travel to utilize all of the accommodations available. There were a few nights when the permanent camps were filled to capacity but at no time have the hotels been unable to meet all demands. The Transportation Company has had many busses lying idle throughout the month. By reference to our travel figures you will note that during the entire month of July we gained only 1,226 visitors over the month of July, 1923. This gain was wholly in motorists, there having been a loss of nearly 2,500 rail visitors as compared with the month of July, 1923. I doubt whether total travel for the season will reach 150,000 by the time we close our books on September 30th.

Roads

Roads in the park have been in unusually good condition and in general the approach roads to the park have been at all times passable and in from fair to excellent condition. Heavy rains made travel on unsurfaced sections of the Yellowstone Trail, the road over Twogwotee Pass and on part of the Cody road uncomfortable and difficult on account of sticky and slippery mud. Throughout the month visitors to the park declared that the park roads were better than any of the approach roads. However, at this writing some sections of the park roads are becoming very rough due to the wearing away of gravel surfacing and development of "pot holes" as a result of heavy traffic on the roads while wet from rains and sprinkling.

Inspection and Other Trips

During the month of July I was away from headquarters a large part of the time on inspection of park operations or special missions of one kind or another.

On July 3rd, 4th and 5th I was enroute to, at, or returning from Cody, whither I went to participate in the ceremonies of unveiling the Buffalo Bill Monument. The unveiling ceremony was held at the statue, which is located just south of the town of Cody. The unveiling took place at sunset, the night of July 4th, in the presence of from six to seven thousand people from all parts of the United States. As you know, the statue is the work of Mrs. Gertrude Vanderbilt Whitney, the noted sculptress. It is mounted on a huge plinth, built of native stone, earth, sagebrush and other materials on the plain just south of the town of Cody. Regarding the unveiling ceremonies I quote the following from the Park County Herald of July 5th:

"In the unveiling ceremonies local people had very little place in the program of things, when an effort had to be made to make the exercises as brief as possible, but the musical number by Miss Twila Berringer, when she sang the Buffalo Bill song, was one of the most pleasing and popular parts of the program. The song, written by Mrs. V. F. Rotter of East Cody, is a beautiful piece of music, and was rendered in a very creditable way by the Cody miss who has an unusual voice.

"Congressman Chas. E. Winter made a very fine address, as did Horace M. Albright of Yellowstone park. Mr. Albright stressed the part which interested him most in his capacity as superintendent of Yellowstone, that of keeping this part of the West as true to type of the old frontier as possible. Just as the park service is endeavoring to keep all commercialism from the national parks, so should Cody and the people of the West try to keep alive the spirit of the western frontier.

"Robert D. Dripps, executive secretary of the Buffalo Bill American association, made a very fine talk of the Cody memorial. He represented not only the association of which he is secretary, but also Mrs. Whitney, whose artistic ability created the huge statue. He expressed the regrets of the artist in not being able to be present at the unveiling ceremonies due to what she deemed a more urgent call to France and gave a very enlightening address regarding the inception, creation and the making of the Buffalo Bill memorial.

"While the band played the national anthem, the three grandchildren of Col. Cody, Miss Jane, Frederick and Billie Joe Garlow, appeared

in a very pretty setting at the base of the mammoth statue, the granddaughter carrying in her arms a beautiful bouquet of native flowers and as the last strains of the anthem died away pulled the strings which unveiled the massive bronze figure of Buffalo Bill, astride his bronze steed, and carrying the army rifle which was his only protection during the days of the early frontier when he matched his wits with those of the stealthy redskin.

"The ceremony was closed with the benediction by the Rev. L. C. Dryden.

"A very pretty part of the picture was the two troops of Camp Fire Girls who stood at attention on either side of the statue during the unveiling."

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On July 2@th, I left the park for Great Falls, Montana, where on the 21st I met Director Mather and Supt. C. J. Kraebel, of Glacier Park. We transacted considerable business relating to Glacier Park and attended the convention of the Yellowstone and Glacier Bee Line Association and the National Park to Park Highway Association. Most of the business transacted at these conventions related to the improvement of roads leading to National Parks and the discussions were both interesting and valuable to us.

On the night of the 21st at the Rainbow Hotel, the delegates to the convention enjoyed a banquet tendered by the Great Falls Chamber of Commerce. Director Mather was the principal speaker.

On the 22nd, Director Mather and I returned to Yellowstone Park via the Yellowstone and Glacier Bee Line Highway, spending the night of the 22nd at White Sulphur Springs and arriving at park headquarters the evening of the 23rd. On the morning of the 23rd we paid a visit to Mr. C.W. Cook, the only survivor of the early Yellowstone exploring expeditions. You will recall that I explained in reporting on the Semi-Centennial exercises held in July, 1922, that Mr. C. W. Cook was a member of the Folsom-Cook Expedition of 1869.

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On July 25th Director Mather and I left the park for the Jackson Hole, spending the night of the 25th at Jackson Lake Lodge, near Moran. On the 26th we visited Brooks Lake at the head of

Wind River, and inspected Jenny and Leigh Lakes under the Teton Mountains. On the night of the 26th we conferred with Colonel W. B. Greeley and other officers of the Forest Service in regard to the proposed extension of Yellowstone Park. A separate report will be made on this conference. We returned to headquarters on Sunday, the 27th, visiting the Eastern Entrance enroute.

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On the 29th the Director and I inspected the West Gallatin road, going via West Yellowstone and spending the night at the Flying D Ranch, one of the owners of which is Mr. H. W. Child, President of the Yellowstone Park Hotel and Transportation Companies. The following day we visited Bozeman and Livingston. At Livingston a banquet was tendered to Director Mather by the Chamber of Commerce and the Rotary and Kiwanis Clubs. The Director left for Glacier Park on the night of the 30th.

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On July 13th I joined Assistant Director A. B. Cammerer on an inspection trip to the southern entrance and the Teton Mountain region, and on the 14th returned with him by way of Old Faithful, and the west side of the park. We were accompanied by Chief Civil Engineer Goodwin. On July 15th, Mr. Cammerer, Mr. Goodwin and I spent the day conferring on road matters at headquarters, and on the 16th Mr. Cammerer and I inspected the West entrance, the Grand Canyon center of interest, Mt. Washburn and Tower Falls. On the 17th Mr. Cammerer left for Washington.

U. S. Senator T. L. Oddie and Mrs. Oddie were also with us on our trip to Jackson Hole on the 13th.

Weather

The Monthly Meteorological Summary furnished by the United States Weather Bureau for July is enclosed herewith. The following weather records are also quoted from the same source, furnished by the local Observer:

Temperature: Monthly mean, 59.8°, is 1.7° below normal. The moderately high temperatures of the first week were followed by unseasonably cool weather during the remainder of the month. The maximum of 87° on the 2nd has been exceeded six times in the

past 20 years, while the minimum of 34° on the 19th, has been equalled but five times within the same period.

Precipitation: Total, 3.39 inches, is 2.21 inches above normal, and the greatest for July since the record began in 1887. This is significant as it follows the driest May and June of record. A steady rain began at 8:15 p.m. of the 19th and continued until 6 p.m. of the 20th, yielding 1.25 inches for the storm, which is, with two exceptions, the greatest 24-hour rainfall of record for July. This storm is an exception to the general rule that the rainfall during the midsummer months occurs mostly in the form of local thunder showers.

Snowfall: No snow occurred at the station, but in the storm of the 20th, snow occurred quite generally in the park above the 7,000 foot level, six inches being reported in Dunraven Pass and four inches at Canyon.

Wind: Average hourly velocity 7.1 miles; normal 6.9. The maximum velocity was 37 miles from the northwest on the 22nd.

Sunshine: Percentage of possible 70; normal 73.

Travel

The total travel to August 1st was 80,330 as compared with 73,293 to August 1st, 1923 and 51,570 persons to the same date in 1922. The rail travel was 21,465 as compared with 23,143 last year and 17,735 in 1922.

Motor travel to August 1st was 58,865 persons in 17,761 cars as compared with 49,369 persons and 14,706 cars in 1923 and 33,002 persons in 9307 cars in 1922.

By entrances the travel this year has been as follows: Northern Gateway, 23,895; Western Gateway, 29497; Eastern Gateway, 21,382; Southern Gateway, 5,556.

The favored automobile entrances were the Western Gateway with 5,419 cars and the Northern Gateway with 5,338 cars. The Eastern entrance rates third with a total of 5,326 cars and the southern entrance reports a total of 1,678 cars. The largest number of cars entering via the Southern gateway on anyone day this season to date occurred on July 18th, when a total of 72 cars were reported. The travel returns from the Southern Entrance

have not varied greatly throughout the month. A moderate increase in the travel totals from this gateway is anticipated for the month of August.

Rail travel to August 1st, by entrances, is reported as follows: Gardiner Gateway, 6,535; Western Gateway, 11,184; Eastern Gateway, 3,635; Southern Gateway, 111.

The greatest day's travel in the park this season to date occurred on July 22nd when a total of 2,660 persons entered . The daily returns for eight days during the month gives totals exceeding 2000 and for another eight days the totals exceeded 1900 daily. The record travel of August 7th, 1923, when a total of 2859 persons entered the park, exceeds the record day's travel of this season to date by 199 persons.

The greatest number of automobiles and passengers entering the park on a single day was 502 cars with 1844 passengers on July 22nd, which establishes a new record. Last year's record was 475 cars with 1623 passengers on July 17th and the record for 1922 was 337 cars with 1181 passengers on August 7th.

Incorporated in this report are two travel statements - one, the Chief Ranger's travel report for July, 1924, and the other, July, 1924, Comparative Figures with 1923 and 1922.

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DEPARTMENT OF THE INTERIOR.

NATIONAL PARK SERVICE—YELLOWSTONE NATIONAL PARK.

CHIEF RANGER'S MONTHLY TRAVEL REPORT, MONTH OF July, 1924

	NORTH.		WEST.		EAST.		SOUTH.		ALL TRAIL ENTRANCES.		SUMMARY.	
	Cars.	People.	Cars.	People.	Cars.	People.	Cars.	People.	Horses.	People.	Cars.	People.
Automobile permits issued	3145	10375	3607	12777	4137	13858	1257	4174			12146	41,184
Automobile permits issued (complimentary)			10	32	11	29	7	18			28	79
Cars entering second time	97	298	149	527	71	215	74	245			391	1285
Motor-cycle permits issued	13	22	22	27	24	46	8	10			67	105
Total	3255	10695	3788	13363	4243	14,148	1346	4447			12632	42653
Passengers in horse-drawn vehicles												
Passengers on horseback												
Passengers on bicycles		107		32		182		13				334
Passengers on foot												
Total incoming passengers with private transportation	3255	10802	3788	13395	4243	14330	1346	4460			12632	42,987
WITH HIRED TRANSPORTATION.												
Yellowstone Park Transportation Co		5007		7800		2984		100				15891
Total incoming passengers with hired transportation												
TOTAL INCOMING PASSENGERS	3255	15809	3788	21195	4243	17314	1346	4560			12632	58878

Other Transportation

Total automobiles in public camping grounds .....

Total automobile campers in public camping grounds .....

Total campers, all classes .....

Total passengers Cooke City stage .....

Total visitors Cave Falls—Bechler River Region .....

SEASON TOTAL END OF LAST MONTH	5129	21452
SEASON TOTAL TO DATE	17761	80330

Department of the Interior
National Park Service
Yellowstone National Park

1924 COMPARATIVE TRAVEL FIGURES WITH 1923 AND 1922.
SEASON TO JULY 31ST, INCLUSIVE

1924

ENTRANCE	RAIL (People) Hotels	Camps	Total Rail	MOTOR Cars	People	MISC. People	Total
North	3219	3316	6535	5338	17033	327	23,895
West	6479	4705	11184	5419	18257	56	29,497
East	1715	1920	3635	5326	17533	214	21,382
South	52	59	111	1678	5424	21	5,556
Total	11465	10000	21465	17761	58247	618	80,370

1923

ENTRANCE	RAIL (People) Hotels	Camps	Total Rail	MOTOR Cars	People	MISC. People	Total
North	3503	3208	6711	4974	16191	409	23,311
West	7559	4871	12430	3330	11730	119	24,279
East	1916	2030	3946	4376	14645	230	18,821
South	33	23	56	2026	6803	23	6,882
Total	13011	10132	23143	14706	49369	781	73,293

1922

ENTRANCE	RAIL (People) Hotels	Camps	Total Rail	MOTOR Cars	People	MISC. People	Total
North	3006	2740	5746	2969	11060	215	17,021
West	5252	3859	9111	2556	9374	310	18,795
East	1333	1509	2842	2970	10022	264	13,128
South			36	712	2546	44	2,626
Total	9591	8108	17735	9207	33002	833	51,570

TRAVEL RECORDS BROKEN IN 1924

Greatest number of automobiles and passengers entering park on single day, 502 cars and 1844 passengers on July 22; previous record 475 cars and 1623 passengers on July 17, 1923.

INTERESTING NOTE

In 1924 - 8 days with over 2,000 visitors.

SUMMARY OF JULY TRAVEL

Total travel for season, 80,330; last year, 73,293;- Gain 7037.
Total travel for July, 58,8[illegible]3; last year 57,652 - Gain 1,226.
Total travel by rail for July, 15,891; last year 18,360 - Loss 2,469.
Auto & Misc. travel for July, 42,697; last year 39,292 - Gain 3,605.

STATEMENT SHOWING AUTOMOBILE TRAVEL BY STATES
YELLOWSTONE NATIONAL PARK - TO JULY 31, 1924, INCLUSIVE

NAME OF STATE	North		West		East		South		Total	
	Cars	Passengers	Cars	Passengers	Cars	Passengers	Cars	Passengers	Cars	Passengers
Alabama	3	9	2	8	3	7	3	13	11	37
Arizona	9	25	19	52	27	80	6	15	61	172
Arkansas	9	34	13	50	24	92	6	25	52	201
California	610	1724	899	2656	155	461	101	295	1765	5136
Colorado	47	129	91	280	353	1084	159	462	650	1955
Connecticut	11	41	7	26	17	49	2	7	37	123
Delaware	3	9	2	8	2	4			7	21
Dists. of Col.	5	12	4	13	7	21			16	46
Florida	8	22	8	16	23	64	5	24	44	126
Georgia	2	5	3	10					5	15
Idaho	74	226	874	3394	20	64	106	371	1074	4055
Illinois	266	962	117	350	393	1299	80	202	846	2803
Indiana	85	283	50	160	123	376	12	38	270	857
Iowa	135	447	65	219	314	1041	40	140	554	1847
Kansas	29	94	67	208	216	747	70	207	382	1256
Kentucky	12	51	15	46	14	47	2	5	43	149
Louisiana	8	25	6	18	17	46	10	24	41	113
Maine	2	7	4	13	2	5			8	25
Maryland	2	4	1	2	11	50			14	36
Massachusetts	25	72	16	44	47	157	13	36	101	309
Michigan	138	424	60	196	170	568	23	66	391	1254
Minnesota	299	958	86	174	206	693	11	48	572	1871
Mississippi	2	54	5	15	13	52	5	11	25	82
Missouri	52	171	95	263	208	673	53	164	408	1271
Montana	1318	4414	433	1523	371	1275	33	40	2135	7250
Nebraska	64	185	57	180	324	1100	61	202	506	1667
Nevada	8	19	49	153	5	12	11	35	71	219
New Hampshire	4	11	3	8	7	22			14	41
New Jersey	29	76	29	86	39	116	7	19	104	297
New Mexico	5	13	12	42	9	28	9	33	35	116
New York	84	252	45	121	127	381	20	56	276	810
North Carolina	3	6	2	5	4	13	2	9	11	33
North Dakota	170	566	44	133	132	456	3	6	349	1161
Ohio	91	287	84	266	243	785	48	158	466	1496
Oklahoma	19	62	55	185	157	535	79	224	301	1006
Oregon	125	396	275	862	27	86	19	46	446	1390
Pennsylvania	72	208	46	142	136	484	27	82	281	916
Rhode Island	3	8			5	13			8	21
South Carolina	3	9	3	10	4	15			10	34
South Dakota	98	338	22	65	108	350	7	23	255	776
Tennessee	3	6	14	36	8	23	4	16	29	81
Texas	22	65	70	234	203	683	75	250	370	1232
Utah	33	101	964	3628	25	76	167	626	1189	4431
Vermont	2	6	2	5	3	8			7	19
Virginia	6	23	8	27	13	36	2	5	29	91
Washington	495	1505	263	851	81	264	23	69	862	2689
West Virginia	6	18	5	20	24	85	5	23	40	146
Wisconsin	196	615	55	175	155	514	15	52	421	1356
Wyoming	74	230	54	184	619	2138	293	993	1040	3545
Alaska			1	4	1	4			2	8
U. S. Govt.			4	18	1	2	2	8	7	28
Canada	121	438	16	52	16	60	1	3	154	553
Hawaii	6	20	1	4			1	3	8	27
Mexico							1	5	1	5
Panama	1	5	1	2					2	7
New Zealand			1	4					1	4
									16787	55215
Total	4897	15620	5097	17246	5210	17212	1583	5137	974	3650
Unclassified									17761	58865
Grand Total										

II. PERSONNEL

On July 1st there were 123 appointed employees on the payrolls and on July 31st there were 114. The following list shows the number of appointees of various classes serving during the month, with a general statement of the kind of work in which they were engaged:

No.	Class	Kind of Work Performed
1	Superintendent	General administration and supervision of all activities in the park.
2	Asst. Superintendents	1 in charge of administration, purchasing, disbursing; 1 in charge of property, equipment, transportation, cost accounts, inventories, etc., also acting as assistant to Superintendent in capacity as Field Assistant to the Director.
2	Asst. Engineers	1 in charge of engineer work; 1 assisting.
7	Clerks	1 Cost Accounting Clerk; 1 Personnel and File Clerk; 1 Clerk on orders, proposals and vouchers; 1 Clerk on timekeeping and payroll work; 1 Clerk assisting Cost Accounting Clerk and helping on proposals and vouchers; 2 stenographer typists on stenographic work for superintendent.
3	Electricians	Operated power plant regular shift, including Sundays, read meters, did necessary line work.
3	Foremen	1 in charge of headquarters corral and freighting work about headquarters; 2 on road work.
1	Telegrapher	Sent and received all Government Western Union messages, operated one shift on telephone switchboard.

No.	Class	Kind of Work Performed
3	Telephone and Switchboard Operators	One operated telephone switchboard daily shift, including Sunday; 2 W.A.E. operators. (One operator on L.W.O.P. from July 17th).
1	Master Mechanic	In charge of shops and of repair to heavy road machinery.
2	Blacksmiths	General blacksmith work, including shoeing of horses in shop, repairing tools and equipment.
1	Master Plumber	In charge of general plumbing and water and sewer systems.
1	Mstr. Painter	
2	Auto Mechanics	1 on duty in power plant; 1 on repair work.
1	Carpenter	Repairing buildings at headquarters.
4	Laborers	Teaming, freighting, assisting mechanics and miscellaneous work at headquarters. (One on L.W.O.P. for month of July).
1	Steward & Master of Transportation	In charge of all transportation and of storehouses.
1	Chief Buffalo Keeper	In charge of tame buffalo herd.
2	Asst. Buffalo Keepers	One in charge of hay ranch operations at Slough Creek; 1 assisting (resigned July 27th).
1	Buffalo Herder	Assisting Buffalo Keeper (resigned close of June 20th).
1	Park Naturalist	Scientific research work and developing museum.
1	Chief Park Ranger	In charge of ranger force.
1	First Asst. Chief Park Ranger	In charge of Northern District.
2	Assts. Chief Park Rangers	1 on duty at Lake District; 1 in charge of Western Supervisory Territory.

No.	Class	Kind of Work Performed
21	Park Rangers (11 WAE)	Patrolling, handling tourist traffic, protecting game, policing stations, repairing trails and bridges, fire lookout work and miscellaneous duties.
54	Temporary Park Rangers (WAE)	Patrolling, handling tourist traffic, building, trails, fire lookout, lecture, guide, information, duty in Chief Ranger's Office, miscellaneous duties under direction of station chiefs; and motorcycle patrol.

Leaves of Absence

Charles W. Enochs, Foreman, July 1-3, 3 days.

Leave Without Pay

Nellie Roach, Telephone Operator, July 17th (noon) - 31st.
Daniel W. Tripp, Laborer, July 1-31st.

Appointments

Edward B. Cogswell, Temporary Park Ranger, at $1440 per annum, W.A.E., and quarters, entered on duty July 1, 1924.

Gordon C. Young, Park Ranger, temporary, at $1440 per annum, W. A.E., and quarters, entered on duty July 1, 1924.

Karl J. Hardy, Park Ranger, Temporary, at $1200 per annum, W.A.E., and quarters, entered on duty July 9, 1924.

Mrs. Jessie L. Cummings, Telephone Operator, at 40¢ per hour, W.A.E., entered on duty July 1, 1924.

William I. Davis, assistant Engineer at $2100 per annum, status changed to Assistant Engineer at $250 per month, W.A.E., and quarters, effective July 1,1924.

Resignations

Arthur Mortensen, Assistant Buffalo Keeper, at $1500 per annum and quarters, resigned effective close of July 27, 1924.

Norman A. Merison, Park Ranger, at $1500 and quarters, W.A.E., resigned close of July 20, 1924.

Gordon A. Cottier, Park Ranger, temporary, at $1440 per annum and quarters, W.A.E., resigned close of July 21, 1924.

Services Terminated

David Earl Andrew, Park Ranger, temporary, at $1200 per annum and quarters, W.A.E., effective close of July 1, 1924.

Carl N. Dunrud, Park Ranger, temporary, at $1440 per annum and quarters, effective close of July 18th.

Furloughed

Harold E. Sweeney, Park Ranger, temporary, at $1200 per annum and quarters, W.A.E., close of July 5, 1924.

Frank Thone, Park Ranger, temporary, at $140 per month and quarters, W.A.E., effective close of July 8, 1924.

Alexander D. Hollenbeck, Park Ranger, temporary, at $1200 per annum and quarters, W.A.E., close of July 19, 1924.

Horace A. Hildreth, Park Ranger, temporary, at $1200 per annum and quarters, W.A.E., close of July 23, 1924.

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In addition to the regular employees listed above under appointment the following were employed temporarily by the day:

	July 1st	July 31st
2-Horse Teamsters	37	50
Laborers	37	65
Truck Drivers	17	21
Skilled Laborers	22	24
Carpenters	6	7
Plumbers	7	7

	July 1st	July 31st
4-Horse Teamsters	17	20
Grader Men	13	13
Foremen	24	26
Cooks	21	26
Mechanics	2	2
Blacksmiths	2	3
Painters	4	5
Axemen	9	12
Surveyors	0	1
Horseshoers	0	1
Special Laborers	9	11
Linemen	1	8
Powdermen	0	1
Irrigators	4	4
Painters	2	2
Tile Layers	1	1
Steam Shovel Operator	1	1
Fireman	1	1
	237	312
Appointees	123	114
Total on Rolls	360	426

III. WORK COMPLETED

(c) Miscellaneous Improvement Work

The Motor Mechanic and his helpers overhauled one truck and one touring car, and generally repaired cars as work became necessary. The service work out in the park was heavy on account of the great number of sprinklers in service. The freight trucks have caused very little trouble.

The Blacksmith did general repair work aside from shoeing horses, and built the stand for the new fire siren.

The Master Painter and his helpers painted woodwork on the saddle shop, stables, garage, old bakery building, hospital, commissary storeroom, truck shed, oil shed, fire truck shed and lumber shed; approximately 550 signs were made and painted; signs in the park were painted and repaired; the gas tank painted; fire patrol boxes were painted and a very limited amount of work done in quarters at Mammoth.

The Master Plumber and his helpers completed the installation of 31 flush toilets, wash basins, and the sewer system at Canyon auto camp. General repairs were made to plumbing at headquarters, both water and sewer systems.

The Foreman of Grounds and Stables: One man and team freighting 31 days; 1 man with team feeding Buffalo and Elk at Buffalo Corral; 1 man with sprinkler on roads at headquarters; 3 men on lawns; 3 men tearing down old buildings and general clean-up work, 24 days; one irrigator; one man with team in Mammoth auto camp.

The Master of Transportation and his assistants hauled forage, rations and supplies from Mammoth to all camps in the park, 30 in number; supplies from Gardiner to Mammoth; gasoline from Gardiner to Mammoth, Beaver Lake, Canyon, Lake, Madison Junction, Nez Perce and West Yellowstone; supplies for new telephone line at Upper Basin and Bunsen Peak. Work in the storehouse consisted of issuing rations, forage and supplies.

The Power Plant was operated in the usual manner. It was run constantly with the results shown in comparison for July, 1923, as follows:

	1923	1924
Total current generated in KW hours	138,720	60,880
Of this, sold to public utilities at 5¢ per KWH	12,252	24,539.2
Consumed for street lighting	1,340	874
Balance, consumed in Government buildings, for power and lighting, lost on lines in transit	25,124	35,466.8
Peak load during month in KW	108	158

The Telephone and Switchboard Office was daily open from 6:30 A.M. to 12:00 midnight.

Switchboard Calls

On Government local lines	18,097
On Hotel Company lines	2,120
Long Distance connections	514
Total	20,731

Telegrams

Government Sent	157
Commercial Sent	300
Total	457
Government Received	112
Commercial Received	139
Total	251

Office Force

The office force was busy with usual routine work, which includes orders, payment of vouchers, preparation of accounts, reports, general correspondence, etc. 1931 pieces of official mail were received and 3593 were sent out during the month.

(d) Service to the Public Ranger

Ranger guide service at Mammoth Hot Springs and Old Faithful has been maintained throughout the month with regular morning and afternoon parties from both the hotels and camps. Special parties have also had the benefit of the Ranger guide service at these points upon request or when it has come to my attention that the travel schedules make it impractical for them to join the regular parties from the hotels or camps.

The parties from Old Faithful Hotel during the month total 4508, and from Old Faithful Camp 7514; special parties 12, making a grand total of 12,034 as compared with 13,572 for the same period last season.

The parties from Mammoth Hotel total 1661; from Mammoth Camp 2749, and special parties numbered 86, making a grand total of 4496 at the point as compared with a total of 5080 for the same period last season.

This gives a total of 16,530 as compared with 18,652 for the same period of last year.

Information Office: During July, 1924, a total of 13,344 people visited the Information Office and Museum at headquarters. The figures of last year total 14,589, showing an decrease this year of 1,245.

Following is a detailed statement showing sales record of the Information Office at Mammoth during the month:

Article	Number 1923	Price	Number 1924	Price
Portfolio	274	274.00	247	247.00
Bulletin 611	8	4.00	4	2.00
Bulletin 612	5	2.50	2	1.00
Fossil Forests	445	44.50	315	31.50
Geysers	734	73.40	596	59.60
Geological History	857	85.70	671	67.10
Fishes	175	7.75	122	6.10
Panoramic Maps	23	5.75	12	3.00
U.S.G.S. Maps	64	16.00	64	16.00
Truthful Lies	82	20.50	46	23.00
Antelope	13	3.25	25	7.50
Whitebar Elk	61	15.25	15	2.25
Nature Book			13	32.50
AAA Trans.	4	8.00	2	4.00
Haynes Guide	480	360.00	228	171.00
Trees and Flowers	88	66.00	13	9.75
Foolish Questions	28	14.00	25	12.50
Trees and Shrubs (1.00)				
Trees and Shrubs (.60)			1	.60
Total		$ 1050.80		$ 696.40

Visitors to the Information Office and Museum, headquarters: 1923, 14,589 - 1924, 13,344

Rules & Regulations	1,731	1,545
Other Free Publications		1,812

Rangers have also performed a wide range of services in connection with lost and found articles, telegrams, letters, etc., giving aid and assistance to persons indicating their need of same at all times.

IV. WORK IN PROGRESS

(a) Construction of Physical Improvements

Snowshoe Cabins - Heart Lake: A new fire patrol station and snowshoe cabin was erected during the month on the shore of Heart Lake at the foot of Mount Sheridan. It is a two-room, log structure with shake roof and is designed to serve as a fire patrol station in summer and

a snowshoe cabin in winter. It is neat in appearance and is well constructed and involved the equivalent of 107 days labor. This is a very useful and much needed improvement and is splendidly located.

Trails: Six men were regularly employed during the month for trail construction and repair work, and rangers on patrol have done the usual amount of maintenance and repair work on trails in their respective districts. The regular trail crew of six men has been chiefly engaged during the month with the maintenance and repair of the Howard Eaton Trail from Mammoth to Gibbon Meadows. Some changes and repairs have also been made on the trail in the Fountain District. A special crew of six men was employed for 8½ days with repairs and maintenance to the Howard Eaton Trail in the Tower Falls District.

Canyon Sewer System: At the Canyon the following construction work was done in the installation of the Canyon sewer system, under the direction of Master Plumber Wiggins: 600 ft. 6" tile pipe laid; 2,200 ft. 8" tile pipe; 4 manholes built and 2200 feet of trench dug.

Comfort Stations: Two comfort stations were built in the Fishing Bridge Public Auto Camp and one in the Lake Auto Camp. These structures are the standard log-trimmed frame type, 12 feet by 22 feet in size, with one end for men and the other for women, and a plumbing space in the middle.

Water Supply at East Entrance: A reinforced concrete dam 5 feet high and 20 feet long was built across a small stream on the hillside above the ranger station at the Eastern Entrance. This dam will create a reservoir to supply water to the Public Auto Camp and ranger station.

Gunbarrel Creek Bridge: On July 15th work was resumed on the construction of the 24 foot span concrete bridge over Gunbarrel Creek. This work was first started in May when the excavation was finished and concrete footings poured. A warm spell of weather caused the creek to rise to such an extent that the job was abandoned for the time. By the end of July the two concrete abutments had been poured and the forms and steel in place for the floor beams. The job is estimated to be finished August 8th.

Telephone Construction: The construction of the new telephone line between Mammoth and Norris was begun July 5th. The expense of this work is to be borne jointly by the Park Service and Yellowstone Park Hotel Company, each party having a crew on the

job, the Park Service crew working from the Mammoth end and the Hotel Company's crew from the Norris end.

On the Mammoth section four miles of line is completed except for stringing the wires, which is at the rate of 1¼ miles per week. Two miles of this section, which is on Bunsen Peak, is probably the most difficult piece of construction we will have; many of the holes were in rock where blasting was necessary, the right-of-way is through heavy timber, making clearing slow and difficult and the grades very steep for distributing and setting poles.

On the Norris end three and one-half miles of line is completed except for the stringing of wire.

A survey crew of three men is locating the line ahead of the construction gangs and setting a stake for each pole. Seven miles have been staked on the Mammoth end and four miles on the Norris end.

(b) Maintenance and Repair of Physical Improvements

Gravel Surfacing: On July 3rd a gravel surfacing project was begun on the road along the Firehole River, beginning at Firehole Cascades. By the end of the month the road was fully surfaced to the Fountain Hotel, a distance of 5.2 miles. This is at the rate of 1.3 miles per week, or .185 miles per day. As the distance from Firehole Cascades to Old Faithful is 13.7 miles, 74 working days will be required to complete the project at the same rate of progress which fixes September 15th as the date for completion.

Three pits have been located from which gravel will be taken for this job. The first one is on the east side of the road about one mile north of the Fountain Ranger Station; the second is between the road and river opposite Excelsior Geyser; and the third is on the west side of the road about half way between Excelsior Geyser and Old Faithful. The material in these pits is composed of small Obsidian gravel with approximately the correct amount of clay content to afford proper binding.

The steam shovel is used for loading the gravel which is hauled with the two Mack gravel trucks, eleven wagons and the caterpillar tractor, hauling six four-yard trailers. The steam roller is not being used, as our experience last season taught us that better results could be obtained by sprinkling and grading the material as it is placed especially as the work is done at a time when travel is heavy and the continual passing of cars tends to keep the newly placed gravel cut up and hinders the work of rolling.

The one mile of road across the flat north of the Fountain Hotel was ditched on both sides and the surfaced scarified before placing gravel.

Shoshone Forest Road: This 28 mile section of road was maintained during the month by a crew of 8 men and four teams stationed at Goff Creek and a small crew of 2 men and 1 team at Elk Fork. The whole section is in excellent condition and shows the result of careful grader work. Some more permanent work was also done on this section such as graveling, repairing and placing culverts, etc.

South Entrance Road: This section is probably in better condition today than ever before. The clay sections that were graveled two years ago have now become hard and smooth and do not cut up or rut in wet weather. A four-horse grader was kept on the road nearly every day during the month and not only kept on the road surface smooth but put most of their work on ditches to provide better drainage. The value of this was demonstrated during the last storm when the water was carried away, permitting the road to dry out before it became rutted.

The old log bridges on this section are in very bad condition, especially the one over Crawfish Creek which is 42' long. One abutment is entirely decayed and the log stringers are so rotten and weak that it is necessary to keep support under them to make the bridge safe for ordinary travel. These bridges are being covered with plank.

East Entrance Road: Three crews are stationed on this section, one at Turbid Lake, another at CubnCreek and a third at the Two Mile Camp near the East Entrance. The greater part of this section was kept in excellent condition during the month. There are, however, a few miles of rough road in the vicinity of Lake Eleanor and Sylvan Pass, and the whole Cub Creek section is not up to standard but the crews are concentrating their efforts on these places and we expect to have the whole section in satisfactory condition soon.

During one of the heavy rain storms of the month a twenty-foot section of the log crib between the 10 and 11 mile posts went out. To make repairs it was necessary to take the Cub Creek crew off their road work four days at a time when the road work was most needed.

Teton Forest Road: A crew of 8 men and 6 teams began general maintenance work on the section of road in the Teton Forest on July 5th. Two graders were used, shaping and grading the

road from Snake River Entrance to Pilgrim Creek Flat. Culverts were repaired and gravel placed where most needed. The two bridges over Arizona Creek were decked with four such planks and the larger one which is 42 feet long was rebuilt with new log stringers.

West Gallatin Road: A crew of 3 teams and seven men worked on this section during the month. The road was graded the entire distance and considerable gravel placed in the vicinity of Gallatin Ranger Station. As considerable work was done on the numerous pole bridges on this section the past two seasons, the bridges all appear to be in good condition this season.

Road Sprinkling: The regular sprinkler routes which cover a little over one hundred miles of the loop road were operated during the month. The motor sprinklers are proving successful and more economical than the horse sprinklers. With the exception of an occasional day or a few hours for repairs, they were on the job every day.

Water supply conditions are considerably improved over the month of June, due to the fact that several good rains occurred this month, causing some of the dry springs to start flowing. Five new 1600 gallon tanks were installed to replace old ones, considerable new flume built and general repairs and improvements made to the system.

The Loop Road: Fourteen maintenance crews, each consisting of two or three teams and four or five men, were located during the month at the regular maintenance stations on the loop road. Each crew looked after an average of 13 miles of road.

A few sections of the loop road have been in excellent condition all the month, particularly the Gibbon Canyon road and Canyon-Dunraven Pass road; all others were in fair condition except a few places that were poor. One of these places was in the vicinity of the Fountain Hotel, another between Riverside Geyser and Old Faithful, another near the Natural Bridge and some portions of the Lake-Canyon road.

The lack of proper drainage on the Lake-Canyon section has been the source this season of considerable expense to the Park Service and annoyance to the people using this road. Soft places that developed under the first travel in the spring are just beginning to dry out. An extensive ditching program will be necessary to avoid the same trouble next year.

This ditch work was started in a small way on July 9th with four men and three teams. The first work is being done near Lake Junction where good deep side ditches have been excavated for a distance of 2000 feet.

Cooke City Road: Work on this section was begun July 3rd with a crew of three teams and five men. The work for the month consisted principally of graveling in the vicinity of Devil's Well, where over one-half mile of road was surfaced. Seven pole culverts were repaired.

While the surface on this section is somewhat rough a decided improvement is noticeable each year in the condition of the culverts and soft places that give trouble in wet weather.

Sanitation

The following report on sanitation has been submitted to me by Isador W. Mendelsohn, Sanitary Engineer of the United States Public Health Service:

Mosquitoes: The mosquito nuisance throughout the park was not as bad as in the season of 1923. The only really bad situation was at the Canyon, at the Hotel dump ground, the automobile camp and dump grounds and camp grounds of the permanent camp, despite the concentrated efforts this spring. It will be necessary to extend the mosquito control measures at these places before the season of 1925.

Water Supply: On July 14th, the collection of samples of park waters for shipment to the Montana State Board of Health for analysis, in accordance with an adopted arrangement, was begun. In the month 15 samples of water were collected, with analytical results as shown on the sheet attached. It will be noted that: (1) The water of the Canyon permanent Camp is pure: (2) the Middle Fork Creek water of Pahaska Tepee, outside the park, is impure, despite the fact that no sewage from the Eastern Entrance is placed in the stream: (3) the well water at the Eastern Entrance is impure, although the sanitary conditions seemed to be satisfactory: (4) the Mammoth Hot Springs water is pure.

The water supplies at the Eastern Entrance were examined on July 14th and 22nd and a report was presented.

Cascade Lake was examined on July 9th, preliminary to a more extensive investigation. The water was very clear. There were no growths around the edges. Only a few lillies were noticed in the lake.

Sewage Disposal: The sewer from the four comfort stations at the Canyon automobile camp to the site of the septic tank was completed about July 23rd, the sewage being disposed of untreated into a creek flowing to the Yellowstone River, pending completion of the tank. Sewer grades were given. The new automobile camp was opened a couple of days later. The materials for the septic tank were ordered at the beginning of the month. The design of the tank was completed. The sewer line to Whittaker's store was completed.

A profile of the addition to the sewer system at the Canyon Hotel was completed, and work was begun by the Hotel Company on this line on July 29th.

As a result of a conference with Mr. Moorman at Camp Roosevelt on July 3rd a line of levels will be run and a plan submitted for a sewage disposal system for the camp, possibly in August. The cost of the system is to be defrayed by the Camps Company.

Inspections were made of the five chlorinators and the septic tanks as follows: Old Faithful Hotel (4) and Permanent Camp (4); Lake (5); Canyon Hotel (5) and Permanent Camp (5). Excess chlorine tests were made at each chlorinator and favorable color results were obtained with every machine except the one at Old Faithful Hotel tank. This machine is now operating satisfactorily, but it is necessary to use much more chlorine than estimated to secure an excess in the effluent. A special test for this purpose will be run on this machine early in August! The tanks are all working satisfactorily now with no odor nuisance. The scum in the tank at the Canyon Hotel is in such considerable volume as to make it necessary soon to remove part of it and bury it.

Data is being collected regarding the operation of the septic tanks and the chlorinators and will be presented in a special report at the end of the season.

The earth toilets at Dunraven Pass and Mt. Washburn were inspected on July 28th and found to be in a clean condition. New pits need to be dug at both toilets at Dunraven Pass, and the back wall of the men's toilet at this place needs to be boarded up. The two toilets at Apollinaris Spring were inspected twice during the month and were found to be in an insanitary condition each time. The three earth toilets at the Transportation quarters at the Canyon Hotel were inspected. A new pit was dug for one. The earth toilets at the Canyon permanent camp were inspected. One was removed and the other will be removed early in August.

The nuisance due to foul odors from the sewage effluent from the Canyon permanent camp tank at the trail leading to Artists Point was investigated and a letter sent to Mr. Moorman. This will be eliminated in August by extending the outfall sewer a distance of about 125 feet down the Canyon. The four odors at the tank due to sewage effluent in the ditch near it were eliminated by deepening the ditch.

Three 150 lb. chlorine cylinders were ordered by the government and two 150 lb. chlorine cylinders were ordered by the Hotel Company at the end of the month. There are two 100 lb. chlorine cylinders now in reserve, one owned by the Camps Company and one by the Government. A 150 lb. cylinder was installed at the Canyon Hotel on July 28th, being the second cylinder of the season for that tank.

Swimming Pools: Two inspections were made of each of the swimming pools at Mammoth Hot Springs and the Upper Basin. Reports were prepared on these pools.

As a result of a conference with Mr. Moorman at Camp Roosevelt, the hot baths at that place were removed. It is the plan of the Camps Company to install baths, possibly showers, with hot water facilities both at the Lake Camp and at Camp Roosevelt, possibly at the end of this season.

Garbage and Refuse Disposal: A reinspection was made of the dump grounds at Camp Roosevelt. The matter of the progress of the clean-up was taken up with Mr. Moorman.

The matter of the disposal of burnable refuse at the Canyon permanent camp was taken up with Mr. J. P. Anderson and better attention is now being given to this. A plan is being prepared regarding the more satisfactory disposal of refuse and garbage.

Miscellaneous: A special investigation was made on July 5th and 6th of the occurrence of dead fish in the Firehole River at the Upper Basin.

On July 23rd, inspections were made in company with the County Health Officer and Dr. Wolfe of the two dairies at Livingston, Montana, supplying the park with their products.

Analyses of Yellowstone National Park Water Supplies

Date Collected	Place	Source	B. Coli Present	No. of Bacteria per c.c.
7-14-24	Eastern Entrance	New Ranger Sta. spring	-	75
	" "	Spring for permanent camp	-	225
	" "	Well near permanent camp	+	42
	Pahaska Tepee	Middle Fork Creek	+	270
	Fishing Bridge	Yellowstone River	+	26
	Canyon Permanent Camp	Yellowstone River	-	105
	Canyon Auto Camp	Cascade Creek	-	3000
	Gardiner	Yellowstone River	+	2000
7-22-24	Pahaska Tepee	Middle Fork Creek	+	1000
	Fishing Bridge	Yellowstone River	-	9
	Canyon Permanent Camp	Yellowstone River	-	21
	Mammoth Hot Springs	Creek	-	450
7-28-24	Artists Point	Spring near foot bridge	No results received yet.	
	Canyon Permanent Camp	Yellowstone River		
	Canyon Hotel	Cascade Creek		

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VII. POLICIES:

No changes to note for June.

VIII. COST OF OPERATION

The cost of operation of Yellowstone National Park will be shown on the Cost Accounting Report for the month of July, which report will be forwarded shortly.

IX. OTHER MATTERS OF INTEREST

Wild Animals

Wild animals at this season are mostly found at high elevations and in the remote districts of the park. This is particularly true of elk, deer and moose. Antelope and mountain sheep are also seldom seen. The main buffalo herd is on the usual summer range and is doing splendidly. The calf crop for the season totals 120. Patrols throughout the park by rangers bring reports of excellent game conditions. Big game can be seen in abundance by persons interested if they will take the pains to visit their summer ranges, but they are seldom seen on the meadows except between the hours of sunset and sunrise. Bears are exceedingly plentiful and unlike all other big game in the park they frequent the main highways. Reports from all points indicate the presence of bears in greater numbers than have been seen for several years. Hold-up bears are operating at several points on the loop road and an unusual number of minor injuries have been reported. These injuries have been chiefly due to the usual tendency of park visitors to ignore all measures of precaution taken for their safety in connection with the feeding of these animals. Small animals are plentiful, as usual, and are always objects of interest to visitors. This is particularly true with beaver.

Park visitors are showing considerable interest in the buffalo show herd at Mammoth and the ranger in charge at the corral reports 6000 visitors during the month of June and 12,400 during July, a total of 18,400.

Fish and Fish Planting

Fishing: Reports from exit stations show a total of 22,648 fish taken from the lakes and streams of the park during the month of July, which together with 7,858 reported for the month of June makes a total of 30,506 for the season to date. These numbers do not include fish caught by rail tourists. The fish report for July, 1923, was 24,499, and for July, 1922, 26,881.

Fish Planting: A plant of 160,000 fry was made in Columbine Creek, and 5,047,000 fish eggs were planted in the following named park streams during the month:

Cub Creek	41,100
Chipmunk Creek	632,000
Clear Creek	1,112,000
Broad Creek	150,000
Maple Creek	225,000
Bacon Rind Creek	210,000
Fan Creek	205,000
Campanula Creek	196,000
Flat Mountain Arm	411,000
Grouse Creek	552,000
Grayling Creek	123,000
Long Creek	153,000
Pelican Creek	193,000
Solution Creek	100,000
Thumb #2	219,000
Transportation Creek	155,000
Total Egg Plant	5,047,000

Extensive fish planting operations will be carried on during the month of August and a detailed report of same will appear in the August report.

Arrests and Violations of Law

A total of 13 arrests were made in the park during the month. Numerous minor infractions of park regulations were reported and in these cases the offender was released with a reprimand. It is generally difficult in offenses of this character to remind the offender that he is violating a park regulation. Therehave been very few reports this season of persons defacing the geyser and hot spring formations. In fact, only two violations of this character have been reported and neither were sufficiently serious to warrant prosecution. They were released with reprimands.

The following cases were heard before the United States Commissioner during the month:

U.S. vs. John Lowe, Harvey Hutchison and John France
Charge: Illegal possession of intoxicating liquor
Arresting Officer: Park Ranger T. C. Pound
Plea: Not guilty.
Judgment: Defendants Hutchison and France dismissed from custody. Defendant Lowe released on bond.

U.S. vs. Charles McBride
Charge: Illegal possession of intoxicating liquor
Arresting Officer: Park Ranger Thad C. Pound
Plea: Guilty
Sentence: Fined $50.00 and $5.50 costs, total $55.50.

U.S. vs. Harry J. Colvin and Carl Justad
Charge: Illegal possession of intoxicating liquor
Arresting Officer: Park Ranger Julius L. Greer
Plea: Not Guilty
Disposition: Defendant Colvin discharged from custody.
and Defendant Justad released on bond.

U.S. vs. L. A. Works
Charge: Speeding
Arresting Officer: Kenneth C. Wahl
Plea: Guilty
Sentence: Fine $10.00 and costs $5.50, total $15.50.

U.S. vs. Marie Friel
Charge: Theft of personal property valued at $120.00
Arresting Officer: Park Ranger Hollis Matthew
Plea: Not guilty
Disposition: Defendant held to answer to the United States District Court at Cheyenne, Wyoming, and on default of bond was delivered into the custody of the proper officer.

U.S. vs. Ed S. Parkinson
Charge: Illegal possession of intoxicating liquor.
Arresting Officers: Park Rangers George T. Ross and Joseph W. Byrns, Jr.
Plea: Guilty
Sentence: Fined $50.00 and costs of $5.50, total $55.50.

U.S. vs. M. J. Healy
Charge: Speeding
Arresting Officer: Kenneth C. Wahl
Plea: Guilty
Sentence: Fined $15.00 and $5.50 costs, total $20.50.

U.S. vs. J. T. Goddard
Charge: Speeding
Arresting Officer: Kenneth C. Wahl
Plea: Guilty
Sentence: Fined $15.00 and $5.50 costs, total $20.50.

U. S. vs. Timothy O'Shea and William Callahan
Charge: Illegal possession of intoxicating liquor
Arresting Officer: Park Ranger Harry J. Liek
Defendants were not formally brought to trial, but an informal inquiry was had and defendants released on the plea that they were legally possessed of the liquor for lawful uses.

U. S. vs. Walter Johnson
Charge: Speeding
Arresting Officer: Kenneth C. Wahl
Plea: Guilty
Sentence: Fined $25.00 and $5.50 costs, total $30.50.

Forest Fires

Three forest fires of minor consequence were reported during the month. The first occurred on July 4th in the late afternoon, location 3 miles south of the 6 mile post on the highway from Norris to Canyon. It was caused by lightning and the burned over area comprised about three acres before it was finally extinguished. Rangers from Canyon and Norris did excellent work and extinguished the fire after about three hours work.

The second fire occurred on July 15th at a point on the highway between Thumb and Basin between the 6 and 7 mile posts. It was detected and extinguished by the road crew from the Spring Creek sprinkling station. The cause of this fire was not determined.

The third fire occurred on July 29th at a point on the Lake to Thumb road near the Lake Fish Hatchery. It was caused by a tourist campfire and was burning vigorously when found. It required the labor of three men for an hour and a half to extinguish it.

Accidents and Casualties

The increase in private auto travel from year to year results in a proportionate increase in the number of accidents in the park.

Collisions and accidents of a minor nature have been of frequent occurrence during the month but fortunately there have been only a few cases resulting in serious personal injuries. One accident within the park resulted in the deaths of two persons and another accident within the Shoshone Canyon, on the Cody road, a few miles east of the park, resulted in the deaths of five persons. Serious and painful personal injuries have been suffered by two members of the ranger department during the past month. One occurred at Moran, Wyoming, on July 19th, and the other near West Yellowstone - within the park limits - on July 23rd. Detailed reports of all personal injuries and deaths will be incorporated in this report.

A most unfortunate accident occurred at Canyon on Sunday, July 13th, resulting in the deaths of Mr. and Mrs. Earl J. Dunn of 1623 Third St., Northwest, Minneapolis, Minnesota, which is reported in detail. See Exhibit A, attached to this monthly report.

On July 19th, Park Ranger Alexander D. Hollenbeck obtained permission from his station chief to journey from Snake River, his duty station, to Moran, Wyoming, for a day's outing, and it appears that he procured the loan of a horse from Charles Moore's camp in the vicinity of Moran, for the purpose of riding to Amoretti Inn. He is not an experienced horseman and is reported to have held so tight a rein as to induce the horse to rear up, whereupon he continued to pull tightly on the rein, causing his mount to fall over backward, pinning the leg of the rider between the body of his mount and a rock and breaking his leg between the knee and thigh. The events following the accident are related in detail by Assistant Chief Ranger Douglas, as follows:

"In regard to the accident resulting in the injury of Temporary Park Ranger Alexander D. Hollenbeck, the following report is made: Lee Cottrell, Ranger in charge of the Snake River Station, called Douglas at Lake Station about 9:00 p.m. July 19th, and reported that Hollenbeck had been injured while on a pleasure trip to Moran but that he did not have particulars and could not get any more information at the time on account of poor phone service. At 8:00 o'clock the following morning Douglas was again called by Ranger Cottell and advised that Ranger Hollenbeck had suffered a broken leg when a horse he was riding reared up with him and fell over backwards, pinning his leg against a rock, making what is reported to be a clean break between the knee and thigh. The horse he was riding is said to have been borrowed by Ranger Hollenbeck from Jack Moore's Camp in the vicinity of Moran for the purpose of riding up to the hotel. He is not an

experienced horseman and when the horse reared up with him he drew up right on the rein and pulled his mount over backwards.

"Douglas has no information as to who was responsible for Hollenbeck's removal to the hospital at Jackson, Wyoming, although it appears to have been the logical thing to do under the circumstances as it was the nearest hospital available, it being approximately one hundred miles nearer than the hospital at Mammoth.

"The first wire to Doctor Hollenbeck was sent by Douglas from Lake Ranger Station and was phoned immediately upon receipt by him of the details of the accident (8:00 a.m. July 20th). He asked that the telegram be signed Sam T. Woodring, Chief Ranger.

"The phone service between Moran and Snake River is very unsatisfactory at all times and this chiefly accounted for the delay in reporting the accident to the Chief Ranger and to Dr. Hollenbeck, the young man's father.

"Ranger Hollenbeck was absent from his duty station on purely personal business after having first obtained permission from the ranger in charge of the Snake River Station."

Dr. F. B. Hollenbeck, father of the injured man, arrived at headquarters on Wednesday, July 23rd, accompanied by Dr. Thompson of Lincoln, Nebraska, and requested transportation for himself and Dr. Thompson from Mammoth Hot Springs to Jackson, Wyoming. He had, in fact, wired this request from Lincoln, Nebraska. Doctor Hollenbeck was advised upon his arrival that there was no government transportation available but that a special rate could probably be had for this trip by consulting with Mr. Nichols of the Transportation Company and that this office would cheerfully give such assistance as might be needed to complete his arrangements for the trip. He left headquarters on the afternoon of the 23rd and is reported to have arrived at Jackson, Wyoming, on the evening of July 24th. Ranger Hollenbeck will be incapacitated for the remainder of the season but latest reports are to the effect that his condition is very satisfactory. Mr. Hollenbeck was taken to his home in Lincoln, Nebraska, via Victor, Idaho, over the Union Pacific on July 26th.

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Park Ranger Horace A. Hildreth was painfully injured on the evening of July 23rd. He was absent from his duty station - West Yellowstone - on a pleasure jaunt along the park highway between West Yellowstone and Madison Junction and was riding a motorcycle.

The accident is reported to have occurred about 1/2 mile east of West Yellowstone checking station between the hours of 9:00 and 10:00 p.m., that he was riding at high speed without a light and that he collided with the rear end of a Ford truck proceeding in the same direction at moderate speed but without a tail light. The Ford truck was driven by Mr. George Pierman of West Yellowstone and was owned by the Yellowstone Park Transportation Company. The number of the truck is 27. The report of Park Ranger Harlie Hodgin gives a detailed account of the occurrences and is quoted as follows:

"In answer to your request of this morning I have the following to submit regarding the accident to Ranger Horace Hildreth:

"On the evening of July 23, 1924, Horace Hildreth, Ranger at West Entrance, West Yellowstone, Montana, while off duty, was taking a short ride on motorcycle belonging to Chief of Station, Ranger Hodgin, when he ran into the rear end of a Ford truck belonging to the Yellowstone Park Transportation Company, going in the same direction, which resulted in several severe injuries to the face of Ranger Hildreth.

"The Ford truck was being driven by Mr. George Pierman, an employee of the Transportation Company, who was accompanied by Miss Alice Strong. At about 9:30 P.M. they were driving towards the West Entrance at a speed of about twelve miles per hour. Ranger Hildreth, approaching from the rear at a greater rate of speed, with no lights on the motorcycle, collided with the rear end of the truck. Mr. Pierman, feeling the impact, and being unable to distinguish the cause and frightened by the same, drove full speed to the West Entrance and reported the happening. Ranger Moose and Mr. Pierman immediately returned up the road to the scene of the collision which was about one mile from the station. Arriving there they found Ranger Hildreth in an unconscious condition lying to the side of the road entangled in the motorcycle, his face severely cut and mashed and covered with blood, his shirt bloodstained and a pool of blood about his head. Pulling aside the motorcycle, Moose and Pierman placed Hildreth in the truck and drove immediately to the Madison Hotel, which is the home of Dr. Lilly, local physician.

"While in the truck Ranger Hildreth regained consciousness long enough to recognize Ranger Moose but lost consciousness again almost at once. Dr. Lilly immediately dressed the wounds and stopped the flow of blood as well as possible, and also administered a hypodermic injection to ease the pain. A rapid examination disclosed the fact that Ranger Hildreth's nose was com-

pletely mashed, with the probability that his right cheekbone was slightly fractured, his right cheek cut entirely through with a large triangular cut and his face cut and bruised to a less degree in other places. Other injuries to his body could not be definitely determined because of his unconscious condition, but it is not likely that any other injuries resulted more serious than bruises and cuts. So far as could be determined at the time no internal injury resulted.

"Dr. Lilly was assisted in this examination by Ranger Kingery, who is a medical student, and by a physician who was a guest of the Tepee Inn in West Yellowstone. Their examination showed the necessity of immediate surgical treatment to rebuilt the structure of the mashed nose and dress the wounds in such a way that a minimum of disfiguration would result from the accident.

"Chief Ranger Hodgin, being off duty for the evening had left the vicinity of the station about 9:30 P.M. and knew nothing of the accident until his return about 11:30 P.M. During his absence Ranger Kingery was in charge. Ranger Kingery being unfamiliar with the exact facilities for surgical treatment available at Mammoth Hot Springs, was unable to give the doctors encouragement that proper treatment for such severe wounds could be secured in the park. It was therefore urged by the doctors that Ranger Hildreth be immediately carried to Idaho Falls, where it was definitely known that a hospital was located with facilities for properly caring for such injuries, this being the nearest place.

"It is unfortunate that I was absent at the time of the accident and knew nothing of it until my return when the car bearing the injured man had already been on its way for three-quarters of an hour. Had I been on the ground, knowing conditions at Mammoth Hot Springs as I do, and the policy of the Government Park Service in such matters, I would have had Ranger Hildreth carried to the hospital at Mammoth Hot Springs immediately. However, neither Ranger Kingery nor Moose knew the exact facilities available at Mammoth and being advised by Dr. Lilly and the other attending physician of the urgent need for immediate surgical treatment of an expert nature, they adopted the course they thought best for the injured man and decided to send him to Idaho Falls where it was known that a well-equipped hospital was located. Under the circumstances it seems that Rangers Kingery and Moose did what they thought best during my absence.

"Mr. Calvert, Manager of the Newsstand, Union Pacific Depot, offered the use of his Chevrolet Sedan, and attended by Ranger

Kingery and Dr. Lilly, Ranger Hildreth was at once started for Idaho Falls. The ambulance from Idaho Falls was met about 50 miles from Idaho Falls and the injured transferred to it for the remainder of the journey. Immediately upon arrival an operation was performed and with success, and at the present time it appears that the injury while serious will not result fatally and in the meantime the patient is resting easily."

Latest reports from Idaho Falls indicate that Mr. Hildreth is improving rapidly and that he will probably return to West Yellowstone about August 15th.

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An unusually serious accident occurred in the Shoshone Canyon about 43 miles east of the Park boundary on July 28th, resulting in the deaths of five persons. They were enroute to the park and were traveling in a Ford car. It appears that the stearing gear of the car was defective and that it had been difficult to control for some time previous to the accident. It is not definitely known just what occurred to cause the car to leave the road but it is reasonable to conclude that a defective stearing gear was responsible for the accident. The car was a Ford, a 1916 model. The victims were: Junius Tanner, Mary Mae Tanner, his wife, and Carl Tanner, their son, all of Clover, Utah, and Sarah and Willard Welch, children of John Welch, of Cowley, Wyoming. The car left the road at a point about three-quarters of a mile above the Shoshone dam, and plunged into the waters impounded by the dam. There was a drop of about twenty feet to the water. The water on the first ledge at this point reaches a depth of forty feet, and the water depth on the second ledge is estimated at two hundred feet.

The car and driver have not been located and are believed to have gone over the second ledge. The other bodies have been recovered. The deaths were all caused by drowning.

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Other accidents and Casualties during the month are classified as follows:

Collisions and near collisions resulting in damages to cars and equipment involve the following named persons:

William Shorb, et al of Decatur, Ill.)
C. A. Drummond of Helena, Montana.) July 11th. Collision

Mabel Skaale, Calif. Chandler #8?5156)
E. H. Craig, Wash., Lincoln #42245) July 11th. Collision

U. S. Bureau of Mines, Dodge. #US-102)
NPS sprinkler truck, FWD, Trout Creek Station) July 2nd, Collision

L. A. Bilyne, Laramie, Wyo., car left road and turned over on side. (Ford Coupe). Slight damages and minor personal injuries. One finger amputated. July 24th.

Yellowstone Park Transportation Company ambulance) Near collision.
Park Ranger Kenneth C. Wahl, motorcycle.) minor damages to ambulance. July 13th.

Yellow Bus #151) July 13th. Collision. Amicable
M. J. Stunkel, Rockford, Ill.) settlement had.

Leo Ronceo, Ford Truck, Jebo, Wyo.)
Unadentified driver of private car.) July 19th. Collision.

Henry Masick, Denver, Colo, burned out brake bands on north slope of Mt. Washburn. Ford car got beyond control and left road. The car was badly wrecked and occupant suffered minor personal injuries. July 23rd.

Yellow Bus #246) July 9th.
A. Lawrence, owner private car, Calif. #749884) Near Collision

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Accidents - personal injuries

Mr. and Mrs. O. M. James, Laverne, California, park visitors, private car, suffered first and second degree burns on account of unexpected eruption of Great Fountain Geyser. July 26th.

Minor injuries to infant child of F. L. West, Easterville, Iowa, when bumped by car driven by W. A. Hunt, Ottumwa, Iowa. Injuries slight - unavoidable.

A. Hager, park visitor, minor injuries - bruises, cuts, slight concussion. Account of diving from roof of dressing rooms to Mammoth Pool and striking against concrete edge of pool. July 14th.

Z. Brown, NPS employee, road crew, cut foot with axe in line of duty. July 27th.

John Streeter, age 9 years, suffered first and second degree burns, occasioned by falling in hot pool at Upper Geyser Basin. July 8th.

Miss Maxine Livingston, of Chicago, Illinois, and Mr. and Mrs. E. A. Sanders, Dodge car, Ky. #14158, suffered first and second degree burns account of falling into hot pool on Old Faithful geyser formation. July 22nd.

Mr. A. J. Ranch, of Los Angeles, California, guest at Canyon Camp, slipped on Sunset Trail, breaking his leg. July 20, 1924.

Miss Ellen Larson, Lake Hotel employee, suffered injury to hand while changing mangle canvas. Promptly attended by physician and nurse and injuries reported not serious. July 12th.

Mr. R. G. Horner, Wash. Buick #170292, Olympia, Washington, W. S. Neal, Montana Nash #6366, Great Falls, Montana. Collision at Thumb Station with personal injuries to Mrs. R. G. Horner. July 25th.

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Special Incidents

Mr. C. C. Cotton, of California, apprehended for catching and selling fish at Mammoth public automobile camp. Dismissed with reprimand and instructed to leave the park. July 27th.

Harlie Helvie, LaGrande, Oregon, abandoned traveling companions at Old Faithful public automobile camp and left the park at Snake River Station via Thumb while in demented condition, with friends in close pursuit. July 9th.

Mr. Bullock, Canyon Hotel employee, became dangerously ill at Norris Ranger Station in the late afternoon of July 10th. He was afflicted with pneumonia. Ranger Nerison accompanied him to the Yellowstone Park Hospital at Mammoth, where he quickly recovered.

Joe Black, Jack Wilson and Jim Hansen - "Three Musketeers"- apprehended for petty thievery at Thumb Station on July 8th, and escorted to South Entrance by Assistant Chief Ranger Douglas, who incidentally recalled their auto permit. They had

committed minor thefts at other points in the park previous to the incident at Thumb.

Report of Park Naturalist

Mammals on the loop tour: About July 25th a herd of about fifty elk was seen fording an arm of Yellowstone River in Hayden Valley.

Black bears, chiefly of the black and brown color phases, were noted in what seemed unusual numbers, about twenty-five being seen without any special attempt having been made to obtain a large or complete count.

The mantled ground squirrel is very tame and abundant about the auto camp at Old Faithful. At the Rangers' mess house the animals feed from the hand and under the dining table.

Other mammals were noted as usual.

Birds: The western or Louisiana tanger is numerous at Old Faithful, where it seems to concentrate about the automobile camp, becoming surprisingly fearless as it feeds about the campfires.

A nest of the Audubon warbler is located about fifty feet from the Ranger mess house. The adult male was feeding young in this nest on July 23rd when observed.

A colony of violet-green swallows is attracting much attention from passengers at the railway station at the northern entrance of the park. The birds are now feeding their well-grown young in the nests in holes and cracks in the rustic work of the station and its pavilion. In the feeding operations the birds pass in and out of their nests only a few feet above the heads in the crowd.

Geysers: Ranger Chittenden, ranger in charge of the Norris Station, reports an erruption of the Once A Year Geyser. The first column was fifty feet in height, followed by puffings of twenty feet for fifteen or twenty minutes.

Rain and Flowers at Camp Roosevelt: Dr. H. S. Conard reports the grass and flowers in fine condition and the flowers very profuse, owing to "recent copious rains".

Museum at headquarters: The museum has attracted a good deal of attention. Its collections, small and incomplete tho as they are

at present, serve to answer many questions daily. No small part of the Park Naturalist's time is devoted daily, while he is in Mammoth, to explaining the exhibits and replying to questions which they suggest.

Several original drawings and enlarged photographs have been added, bringing up to thirty the number of animal forms now represented pictorially on the museum walls.

A great number of the questions asked in the museum relate to wolves, eagles and ospreys. Much interest is also shown in the number of elk, buffalo, mountain sheep, antelope and bears.

Fresh flowers have been kept on shelves in an open museum case. These have proven very informative to tourists interested in the park's flora; it has supplemented very materially the series of pressed flowers which is one of the wall exhibits.

The Buffalo Corral: The captive animals at the buffalo corral are all doing well. The interest of tourists in these animals is clearly indicated by the number of visitors, particularly when it is borne in mind that the corral is a distinct side trip. Through July the average number of visitors was about four hundred daily.

No additions have been made to the wild animal collection at the Buffalo Corral lately, solely due to lack of cages. It is expected that the latter will be furnished eventually and accommodations thus provided for other desirable exhibits, such as coyotes, mantled ground squirrels, marmots and other animals about which there is much confusion among tourists.

The captive animals are under supervision of the Park Naturalist and are directly in charge of Ranger Roy Frazier.

Nature Guide Work at Camp Roosevelt: Under Dr. Henry S. Conard, Temporary Park Ranger at Tower Falls Ranger Station, nature guide work is progressing very successfully. Dr. Conard's outline of work for the day consists of:

9:00-- 12:00 A.M.	Hike from Camp Roosevelt
1:00-- 5:30 P.M.	Station duty and care of plant collections, or collecting for museum at headquarters.
5:30-- 6:00 P.M.	Outline of nature study to new guests.
7:00-- 9:30 P.M.	Hike to beaver dams, or speech at evening entertainment, or both.

Infestations of Yellowstone Forests

We are terribly worried, as you know, about two very serious insect infestations - the spruce budworm infestation in the Hellroaring district and along the Yellowstone River below Tower Falls, which I have reported in previous years; and the sawfly and needle tier epidemic in the western part of the park. The latter epidemics were studied by Dr. F. C. Craighead and Dr. J. C. Evenden on their first trip to the park June 29th-July 4th, inclusive.

It should be observed also that Dr. Craighead returned about August 15th and remained a week, continuing his investigations in the area infested by the sawfly. Dr. Evenden returned to the park on the 27th and left on August 3rd, promising to return again in ten days.

Acting upon Dr. Craighead's recommendation we wired you for authority to expend not exceeding $5000 in control measures which involved shipping a high power sprayer from Massachusetts, accompanied by two expert sprayer operators. The operators arrived on the 19th, and the sprayer itself on the 23rd. Spraying was begun immediately with a crew of seven men, and was directed most of the time by Dr. J. C. Evenden.

The following paragraphs taken from a report submitted by Assistant Superintendent Peter E. Bilkert gives informative data regarding the operations in progress in the western section of the park in an effort to destroy the sawfly:

"The sawfly, in the pupa stage, is a worm, green in color, with black pin head. While in the pupa stage it feeds constantly on the foliage until it reaches a length of about three-quarters of an inch. Until it reaches this length, spraying with arsenic of lead is effective. Having attained the three-quarter inch length the insect stops eating, develops wings and spraying is not, of course, effective at this late stage.

"The solution is this: to 400 gallons of water add 25 pounds of arsenic of lead, which is purchased from the General Chemicals Company, New York City. The label reads: Orchard Brand, Insecticides and Fungicides. Each container holds 25 pounds of arsenic of lead. Also, to the 400 gallons of water, and 25 pounds of arsenic of lead, add one full gallon of raw linseed oil (fish oil is preferable and approximately 32 cents per gallon cheaper).

"In hot weather the spraying has become sufficiently dry in four hours but a rain will wash off the poison unless it has become thoroughly dry. Spraying cannot be carried on during rainy weather. Spraying of trees must be thorough to be effective.

"The tank holds 400 gallons of solution and requires 14 minutes to discharge with the medium nozzle. Where the haul is in excess of one half mile, a water wagon, rather, a truck equipped to suck water direct into the tank, from the river, should accompany the sprayer. Otherwise, five men are at leisure while the spraying truck is recharging.

"At Riverside the spraying operations began on July 25th and on July 27th the sprayed area was examined and only dead insects were found.

"Dr. Craighead and Ranger Anderson, after inspection, report the infected area to be approximately as follows: The Hebgen Dam to 29 mile post on the West Boundary of the park, east to the old M.Y pastures, then south to the Old Riverside station. Also, from Hebgen Dam to the 18 mile post, and east to the Old Riverside station. However, the sawfly probably extends beyond these points.

"On July 27th sawfly insects just hatched and others fully one-third grown, were noticed, which variation should be noted. Ranger Anderson reports that the first hatched insects were noted by him on July 12th."

For purposes of record I quote the following paragraphs from the report submitted to me by Dr. Craighead in regard to these serious epidemics. (Publicity to be issued by the Washington office will be forwarded shortly in accordance with your request.)

"The Spruce Budworm: About five years ago a spruce budworm epidemic started in the Yellowstone National Park along the Yellowstone River near Blacktail Deer Creek. This insect is the same that has devastated the spruce and fir forests of northeastern United States and Canada, where over 50% of the merchantable timber has been destroyed in the past ten years. Already in the Yellowstone the infestation has extended some 14 miles along the Yellowstone River and now threatens the largest and most valuable stands of fir in the vicinity of Camp Roosevelt. Along a stretch of approximately 15 miles, 75% to 100% of the trees have been killed, even to the smallest reproduction, leaving the area totally devastated.

"The destructive stage of this insect is a tiny worm from 3/4 inch to one inch in length. Early in the spring, about the time the buds are opening, it begins feeding on the new growth and in about three weeks time completely strips the trees of all the current years foliage and as well a considerable portion of the older growth. In three to four weeks it is fully grown and then, spinning up in a small cocoon, remains in this stage for a week

or ten days before it transforms into a small brownish moth, having a wing expansion of about one inch. These moths fly about the forests in countless numbers, laying eggs on the needles. It is these eggs which hatch into the small larvae which eat the leaves the following year.

"The Lodgepole Defoliators: Two other insects threaten the destruction of the enormous lodgepole forests in the southern end of the park. These insects are known as the lodgepole sawfly and lodgepole needle-tier. These insects were first noticed near West Yellowstone in 1920. Since that time they have spread over some 50 square miles of lodgepole timber lying in the basin of the Madison just north of West Yellowstone. All trees in this area, however, are now heavily infested and will very shortly be killed. Already some twenty square miles are entirely dead. The great danger lies in the southward spread of these insects across the Madison through the heavy lodgepole stands to the west and north of Yellowstone Lake.

"The lodgepole sawfly is a small black-four-winged insect, not over one-half inch in length. This small fly emerges from a cocoon in the ground during June and inserts a large number of eggs in the needles of the pines. These eggs soon hatch into small green larvae and attack the old needles of the trees.

"About the same time the leaf tier is actively at work. This insect likewise appears during June as a tiny gray moth and lays its eggs singly on the tips of pine needles. The larvae which hatches from this egg immediately bores into the tip of the needle and hollows out a portion of it, after which it comes out of the needle and feeds on the outside. At this time it ties together four to eight needles, making a small nest in which it feeds. Before it completes its feeding it cuts off these needles.

"This leaf tier feeds principally on the new needles, while the sawfly feeds on the old needles. This combination quickly defoliates the tree and after a second season the tree dies.

"In an effort to control these insects a powerful spraying machine is being secured. It will be a physical impossibility to spray the entire area which is infected by these insects but it is hoped that the advance into the interior of the park can be checked and the trees preserved along the roadways in more scenic portions.

Special Visitors

Hon. F. M. Goodwin, Assistant Secretary of the Interior, entered the park via Gardiner, July 21st and left on the 23rd via Gardiner. He was accompanied on his trip through the park by Chief Ranger Woodring.

Hon. Stephen T. Mather, Director of the National Park Service. entered the park via Gardiner on the evening of July 23rd, in company with the Superintendent of Yellowstone, having met at Great Falls, Montana, at the convention of the Park-to-Park Highway Association. Mr. Mather was in his own car, U.S. N.P.S. No. 1. On July 25th, Director Mather and Superintendent Albright left headquarters for the Jackson Hole and there, on Saturday, the 26th, they met and conferred with Col. W. B. Greeley, of the U. S. Forest Service, regarding the proposed extension area. On the evening of July 27th they returned to headquarters. On the 29th Director Mather left via West Yellowstone, visiting Bozeman, Livingston and Helena, enroute to Glacier National Park for a camping trip. (He was accompanied on this trip by Supt. Albright as far as Livingston).

Asst. Director Arno B. Cammerer, of the National Park Service, arrived in Cody on the 10th of July and spent the following week in the park, leaving by Gardiner on the 17th. He was accompanied by Supt. Albright on July 13th to Jackson Hole and returned to headquarters on the 14th.

Chief Civil Engineer George E. Goodwin, of the National Park Service, arrived in the park via Gardiner on July 11th and left on the 15th. Mr. Goodwin attended the convention of the Western Highway Association held at Mammoth July 11th and 12th.

Admiral Joseph Strauss, of Washington, D. C., accompanied by his wife and daughter, toured the park, leaving via Cody on July 18th.

Mr. Merle Thorpe, Editor of the Nation's Business, entered the park July 27th, coming in via Gardiner. Mr. Thorpe is now visiting the Cooke City and Grasshopper Glacier region, and will afterwards tour the Jackson Hole country. He expects to write several magazine articles regarding this western country.

Mrs. W. W. Atterbury, wife of General Atterbury, Vice President of the Pennsylvania Railroad, with her son, daughter and neice, reached Canyon on July 19th, and left via Gardiner on the 23rd.

About sixty members of the Sons of the American Revolution arrived in the park via West Yellowstone, June 24th, and left via the same gateway on the 28th. On the evening of July 27th, at Mammoth Hotel, a special program was rendered in their honor.

Dr. W. W. Atwood, President of Clark University, Worcester, Massachusetts, entered the park via Gardiner, July 29th, and left via Snake River and Lander on July 31st. Dr. Atwood toured the park in his own car. On the 29th he called at the Superintendent's office and visited with Director Mather and Superintendent Albright.

On July 5th the Girls' Party from the Valley Ranch entered the park via Cody, the eastern entrance, and will be in the park until the 15th of August. The party numbers 26 and is making a trip similar to that made by a group of Eastern girls from the Valley Ranch last year.

The Boys' Party from the Valley Ranch, entered the park on the same day via Cody, and will likewise be in the park until August 15th. This party numbers 62.

Chief Justice Lew L. Calloway, of the Montana Supreme Court, Helena, Montana, entered the park via Gardiner, July 27th, traveling in his own car. He left the park via West Yellowstone.

Mr. Frank C. Shutts, Editor of the Miami Herald, Miami, Florida, entered the park via West Yellowstone on the 26th and left via Gardiner on the 30th.

Lt. Governor Story, of Montana, arrived in the park July 12th to attend the convention of the Western Highway Commission held at Mammoth. He entered via West Yellowstone and left by the same gateway, being in the park but one day.

Colonel Franklin D'Olier, former American Legion Commander, and family, entered the park via Cody on July 27th, toured the park via Transportation Company private car, leaving via Gardiner on July 31st for Dick Randall's "dude" ranch, near Corwin Springs, Montana, and from that point will take a horseback trip into the park with his family.

Hon. J. O. Clark, Senator from Pennsylvania, reached the park via Gardiner, July 12th and left via Cody on July 19th. Senator Clark was accompanied by Mr. and Mrs. Baker of Harrisburg,

Pa. The Bakers left via West Yellowstone on the same date. On the 18th the party attended the buffalo stampede at the Buffalo Ranch.

Mr. Geo. Palmer Putnam and son entered the park via West Yellowstone on July 19th. Mr. Putnam expects to spend a month in the park with a pack outfit.

Mr. C. G. Paulsen, District Engineer of the Water Resources Branch, Geological Survey, with headquarters at Boise, Idaho, entered the park via West Yellowstone on the 17th and left on the 20th via the same gateway. Mr. Paulsen came to confer with Supt. Albright regarding hydrometric work in the park.

Dr. F. C. Craighead, Entomologistof the Bureau of Entomology, Department of Agriculture, entered the park via West Yellowstone on July 14th and left via Gardiner, July 19th. Dr. Craighead was here in the interest of forest conditions and a more complete statement regarding the results of his visit in conjunction with the visit of Dr. J. C. Evenden, will be found elsewhere in this report.

Dr. J. C. Evenden, Entomologist from the Department of Agriculture, returned to the park on July 27th and left August 3rd.

Messrs. Frank Sticks and W. H. D. Koerner, of Interlaken, New Jersey, accompanied by their families, are staying in Cooke City this summer working up a background for their paintings.

Mr. John D. Rockefeller and his three sons entered the park via Gardiner on July 11th and left via Cody on the 14th. They toured the park in a private car of the Transportation Company.

Mr. George J. Kilgore, in charge of a party from the Rothacher Film Company, Cleveland, to produce motion pictures for the White Company, entered the park on the 2nd and left on the 17th. The party was accompanied by Mr. E. M. Thierry, of the White Company.

Mr. A. S. Cookman, of New York, accompanied by Mrs. Cookman and four sons, entered the park via Gardiner, July 5th, and left for the Valley Ranch about the 15th, going out via the eastern entrance. They toured the park in a private car of the Transportation Company.

Mrs. Horatio Ford, sister of Mr. Walter C. White of the White Company, accompanied by four sons, arrived in the park via Gardiner on June 28th, and continued in the park through July 18th.

leaving on that day via Cody. Most of their time was spent on the trails.

Dr. George F. Kunz and Mrs. Kunz, of New York arrived via Cody, on July 1st and left on the 3rd via the same gateway. Dr. Kunz came West for the purpose of attending the unveiling of the Buffalo Bill monument on July 4th, at Cody. He is President of the American Scenic Preservation and Historic Society.

Mr. Gunnar Widforss, Swedish artist, entered the park via West Yellowstone, July 3rd, and has spent his entire time at the Canyon, painting pictures of the Grand Canyon of the Yellowstone. He is going to look over the terraces at Mammoth and if he finds them suitable for painting he expects to make some large paintings.

President Carl R. Gray, of the Union Pacific System, and party of ten, reached the park via West Yellowstone on the morning of the 5th and left the same evening, making the trip to Old Faithful only.

Nineteen members of the Western Association of State Highway Officials arrived at Mammoth July 11th, coming in their own cars, and held their convention in the government canteen at this point on July 11th and 12th. Chief Civil Engineer Geo. E. Goodwin, of the National Park Service, attended the convention. Afterwards the members of the Association spent several days touring the park. Those present were:

L. D. Blauvelt, State Highway Engineer, Colorado.
G. W. Borden, State Highway Engineer, Nevada.
L. E. Sevison, State Highway Engineer, Wyoming.
H. W. Means, Chief Engineer, Utah.
H. H. Blood, State Highway Commissioner, Utah.
H. W. Lunt, State Highway Commissioner, Utah.
T. D. O'Neill, State Highway Commissioner, Wyoming.
W. J. Hall, Supt., Public Works, Idaho.
H. W. Gregory, Director of Highways, Idaho.
L. E. Laird, Highway Supt., Wyoming.
J. W. Johnson, District Engineer, Bureau of Roads.
D. J. Finch, District Engineer, Bureau of Roads.
R. L. Silver, District Engineer, Wyoming.
C. R. Wood, District Engineer, Wyoming.
R. J. Templeton, District Engineer, Wyoming.
F. O. Booe, Highway Accountant, Nevada.
L. I. Hewes, Deputy Chief Engineer, Bureau of Roads.

G. E. Goodwin, Chief Civil Engineer, N. P. S.
R. L. Jones, Union Pacific Ry.

Sickness and Medical Attention

Dr. J. M. Wolfe, National Park Service physician, continued his medical service in the park during the month of July and reports 85 office calls handled and 25 house calls made on government people.

Dr. Geo. E. Windsor, surgeon in charge of the Yellowstone Park Hospital, at Mammoth, reports 10 major operations; 21 minor operations; 4 deaths; 3 births; and 37 medical cases.

Deaths

At Hospital: Jas. Simms, age 59, Keokuk, Iowa, died July 10th, peritinitis. Delayed operation for perforated duodenal ulcer.

Twins, premature, stillborn, Mr. and Mrs. Arthur Malloty, Yellowstone Park, Wyoming.

Mrs. A. L. Trick, bronchial pneumonia, age 61, Indianapolis, Indiana, 1814 North Illinois Street.

At Canyon: W. B. Lewis, age 72 years, address Highland Park, Illinois, died of heart trouble at Canyon Hotel, July 18th.

Mr. and Mrs. Earl J. Dunn, of Minneapolis, Minnesota, killed in automobile accident at Canyon, July 13th. (Reported elsewhere in this report).

Births

At Hospital: Twins, premature, stillborn, Mr. and Mrs. A. Mallory, Yellowstone Park, Wyoming, July 13th.

To Mr. and Mrs. Alfred Henry Webster, Jardine, Montana, on July 12th, a son.

Post Office

The new equipment which was to have been ordered July 1st, with which to furnish new and larger quarters for the Post Office, had not been heard from at the end of July, so

it will hardly be practicable for it to reach here in time to be installed for this season.

The business in general, while heavier than last year, is not so much increased as was expected. The increase since July 1st has been about in proportion to the increase in park travel.

Church Services

The program as published was followed out, namely, there were Episcopal Services both morning and evening of July 6th, morning of July 13th, and morning of July 27th. Bishop Fox officiated at both services on July 6th, and was assisted by Rev. Wm. Friend Day, who also conducted the services July 13th and 27th. Mr. Jas. E. Monkman, a lay reader, employed in the park in summer, assisted at all of these services.

English Lutheran services in charge of Rev. Geo. C. Koehler, were held in the Chapel on the evenings of July 13th and 27th, and Baptist services were held on the evening of July 20th, by Rev. Thos. Huxley, of Livingston, Montana.

Catholic Mass was held every Tuesday and Thursday morning at 7:00 o'clock, and every Sunday morning at 6:00 o'clock and 8 o'clock, in charge of Rev. John Spillane, of St. Barbara's Church of Powell, Wyoming, who has taken up his residence in the park for the summer for this purpose.

New Fire Siren

A new fire alarm system has been installed at headquarters, consisting of a huge electrical fire siren and twelve alarm boxes. These boxes are distributed at points about headquarters where the need is most felt should serious fires occur. Volunteer ladder and hose crews have been organized in conjunction with the fire protection system at Mammoth.

Circulars

Attached hereto are copies of the following circulars issued during the month of July:

No.	Date	Regarding
15	1	Half rates for Employees at Mammoth Swimming Pool.
16	3	Changes in ranger assignments.
17	7	Centralizing medical service for tourist season.
18	19	Changing ranger assignments.
19	20	Rangers traveling outside own station. Absence from station without leave.
20	30	Mt. Washburn road regulations.

Motion Picture Permits

During the month permits to take motion pictures in the park were issued to the following people:

Mr. Warren Rogers, of Educational Pictures, Salt Lake City, Utah, dated July 18, 1924.

Mr. J. H. Shurtliff, Fox News representative, Ogden, Utah, dated July 22, 1924.

IX. RECEIPTS AND REMITTANCES

Certified check $50, dated July 7, 1924, drawn by H. W. Child, on the National Bank of Montana, Helena, Montana, to the Director, National Park Service, amount $125.58

Certified check #21, dated July 8, 1924, drawn by H. W. Child on the National Bank of Montana, Helena, Montana, to the Director, National Park Service, amount 139.15

Certified check #82, dated July 8, 1924, drawn by J. E. Haynes, on the First National Bank of St. Paul, to the Director, National Park Service, amount 17.70

Certified check #114, dated July 9, 1924, drawn
by Anna K. Pryor, on the National Park Bank,
Livingston, Montana, to the Director,
National Park Service, amount 9.00

Certified check #205, dated July 16, 1924, drawn
by Vernon Goodwin, on the National Bank of
Montana, Helena, Montana, to the Director,
National Park Service, amount 111.60

Certified check #963, dated July 10, 1924, drawn
by George Whittaker on the Northwestern
National Bank, Livingston, Montana, to the
Director, National Park Service, amount 58.40

Total $461.43

Cordially yours,

Horace M. Albright,
Superintendent.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Enclosures.

JSS

Chief Ranger's Office,
Yellowstone National Park
July 15th, 1924.

Mr. Horace M. Albright, Supt.,
Yellowstone National Park,
Yellowstone Park, Wyoming.

Dear Mr. Albright:

Special incident report of the Chief Ranger including reports of others having first hand information as to what occurred in connection with the death of Mr. and Mrs. Earl J. Dunn of 1623 Third Street, Northwest, Minneapolis, Minn.

The first information to reach the Chief Ranger's Office was conveyed by telephone, Mr. A. W. Burney of the Engineering Department advising--from Canyon Ranger Station--that an automobile had gone over the brink of the Canyon near Grand View and that two persons were presumably killed, that the work of recovering the bodies was then in progress and he would report again with details of the accident. A subsequent telephone report from Mr. Burney together with telephone and oral reports from rangers and others substantially confirm the written report of Park Ranger C. F. Donohoe who was in charge of the Canyon Ranger Station at the time.

Briefly it appears that Mr. and Mrs. Earl J. Dunn were attempting to turn around in the road along the Canyon near Grand View. They were driving a Ford Sedan, Minnesota License B-310981, and apparently found it necessary to back their car, at any rate they did back their car and in the direction of the Canyon Brink, going over and down the Canyon wall. The car was demolished and Mr. and Mrs. Dunn were apparently instantly killed.

Ranger Greer, who is in charge of the Chief Ranger's Office, was on the phone when Mr. Burney first called regarding the accident and he immediately called Doctor Windsor at the Yellowstone Park Hospital and reported the accident to him, requesting that an ambulance be sent to Canyon Ranger Station at once and stated that the victims of the accident were in all reasonable probability, dead. The ambulance proceeded to Canyon at once and returned with the bodies about 7 P. M. and de-

livered them to the Yellowstone Park Hospital where they were kept pending the arrival of undertaker Banker of Livingston, Montana who had been requested to take charge of the bodies. Mr. Banker arrived about midnight of the same day (July 13th) and removed the bodies to Livingston to prepare them for shipment and was subsequently directed to ship them to Mr. Nick Thill, address, Hastings, Minnesota. No examination was made of the bodies at the Yellowstone Park Hospital as Doctor Wolfe had previously examined them and reported them dead.

On the morning following the accident, July 14th, Mr. and Mrs. S. A. Collver of Hobart, Indiana, route #1, reported at the Chief Ranger's Office and advised that they were acquaintances and fellow travelers with Mr. and Mrs. Dunn, that they first met them at Miles City, Montana, and had traveled with them from that point, that they arrived in Yellowstone Park on Saturday, July 12th, and had camped at the Mammoth Public Auto Camp on Saturday night, that on Sunday morning, the 13th, they decided to go to Canyon and return to Mammoth by way of Dunraven Pass during the afternoon and evening of the same day, that Mr. and Mrs. Dunn proposed that they make the trip in Dunn's Car--a closed car, sedan--but they eventually decided to go in their own car. They did not break camp but left their tents and equipment at the Public Camp Ground at Mammoth intending to camp at Mammoth Sunday night (13th) and journey on to Old Faithful the following day (Monday).

Folliwing the death of Mr. and Mrs. Dunn, their tent was pointed out to Ranger Greer at Headquarters office by the said Mr. and Mrs. S. A. Collver and they assisted him and Assistant Chief Ranger Douglas to gather up all the personal effects of Mr. and Mrs. Dunn, that had been left at their camp and removed them to a store room for safe keeping.

Mr. and Mrs. Collver recounted in detail the incidents leading up to the tragedy and Mr. Collver admitted that he had turned around in the road at the exact point where Mr. Dunn subsequently attempted to turn and so disastrously failed. They had previously discussed as to whether or not they would go on from Grand View to Inspiration Point and had decided to turn back on Mr. Dunn's remark that he did not care to go on any farther. The Collvers did not see the accident but were only a short distance ahead and were brought to a sudden realization of what had happened when they heard the crash of the falling car. Mr.

and Mrs. Collver were the first to call for help and rangers and others were immediately brought to the place where the accident occurred. They assisted quite cheerfully and whole heartedly in our efforts to locate the friends and relatives of the deceased persons.

The personal effects of Mr. and Mrs. Dunn are being held pending further word from some one authorized to receive the same.

The formal statements of Doctor J. M. Wolfe and Ranger C. P. Donohoe are hereto attached together with copies of telegrams in relation to the event. The money found by Ranger Kislingbury ($60.00) near the wreckage has been delivered by Assistant Chief Ranger Douglas to the Chief Ranger's Office.

Signed:

Sam T. Woodring,
Chief Ranger.

By____

Inventory of effects of Earl J. Dunn and wife, deceased that were found by Rangers Douglas and Greer at the Mammoth Public Auto Camp, Yellowstone Park, Wyo:

1 auto trunk (locker) with contents.
1 leather hand bag and contents.
1 picnic bottle--thermos--1 gal.
1 kit kitchen utensils, knives, forks, pans, etc.
1 camp stove, gasoline
1 kit containing suitcase and clothing
1 kit miscellaneous articles, cooking utensils, provisions, etc., papers and magazines.
1 bed roll.
1 camp bed stead.
1 tent.

Removed by,

Douglas and Greer 7/14/24 in presence of Mr. and Mrs. S. A. Collver, Hobart, Indiana, Route # 1.

TELEGRAM

Department of the Interior, July 13, 1924.
Yellowstone Park, Wyo.

TO--Secretary of State, State House, St.Paul, Minn.

E. J. Dunn, driving Ford Coupe, Minnesota License No. 32981 was killed in automobile accident here today. We have no information here as to his street address or the address of anyone to be notified in case of emergency. I take it that your records will give his street address and will ask you to wire the same together with any other information you may have.

Reply Government Collect.

HORACE M. ALBRIGHT
Superintendent
Yellowstone National Park

TELEGRAM

St. Paul, Minnesota, 9:54 A. M., July 14, 1924.

TO--Mr. Horace M. Albright, Superintendent,
Yellowstone Park, Wyoming.

License B-310981, Ford Sedan, 1923 model, motor number 8862451, owner Mrs. Louise Dunn, 1623 Third Street, Northwest, Minneapolis. Telephone number dinsmore 1748.

MIKE HOHM,
Secretary of State.

TELEGRAM

Department of the Interior, Yellowstone Park, Wyo. July 14, 1924.

TO--N. Thill, 805 Ramsey Street, Hastings, Minnesota.

Mr. and Mrs. E. J. Dunn, Minneapolis, Killed in

Yellowstone Park yesterday. Bodies being held here pending instructions for disposition of same. Your name found among effects. Can you advise what disposition should be made of bodies. Reply Government collect.

HORACE M. ALBRIGHT
Superintendent
Yellowstone National Park

TELEGRAM.

St. Paul, Minnesota, 12:54 P. M., July 14, 1924.

TO--Horace M. Albright, Supt.
Yellowstone Park, Wyo.

Ship bodies of Mr. and Mrs. E. J. Dunn to father Nick Thill hastings Minnesota wire details of accident to John C. Thill brother care Minneapolis Brewing Company Minneapolis Minnesota where are their personal effects and ford number b three ten nine eight one.

JOHN C. THILL

TELEGRAM

Department of the Interior, Yellowstone Park, Wyo., July 14, 1924.

TO--John C. Thill
Care Minneapolis Brewing Company,
Minneapolis, Minnesota.

Mr. and Mrs. Dunn Killed when their Ford Sedan backed over embankment into Grand Canyon yesterday. Accident occurred near point called Grand View. Ford absolutely demolsihed and has no salvage value. Bodies taken to Livingston, Montana, and will be forwarded to Mike Thill, Hastings, Minnesota as instructed. Complete report of accident will be mailed you later. Personal effects being held here pending instructions from you.

HORACE M. ALBRIGHT, SUPT.

TELEGRAM

Minneapolis Minn., 11:08 A. M. July 16, 1924.

TO--H. M. Albright,
Marmoth.

John S. Thill brother in law Earl C. Dunn roquests all his personal effects be forwarded by express to his father Nick Thill at Hastings minnesota bulky material forwarded same address by freight. Bank at Hastings has wired six hundred and eighty five dollars to undertaker at Livingston to cover all expenses and transportation of remains.

G. F. MCNEILL.

Chief Ranger,
Yellowstone Park, Wyo.

Dear Sir:

Reporting to you my observations relative to the accident near Canyon Station Sunday, July 13th, will state as follows:

This accident was reported to the Hospital and my being there soon after it occurred was incidental. However, on my arrival the body of Earl J. Dunn was lying in the barn back of Ranger Station. I examined the body to make sure that death had occurred. He was dead. Then I started to place of accident but before reaching there was met by truck bearing the body of Mrs. Earl J. Dunn. I returned following the truck and the body was placed beside that of her husband. I examined the body of the woman sufficiently to pronounce her dead, then asked the Rangers what disposition they expected to make of the bodies. They stated that the accident was reported immediately to the Yellowstone Park Hospital and that their instructions were to send the bodies in the ambulance immediately to Hospital. At this moment the ambulance arrived and I gave instructions as to the placing of the bodies in the Ambulance, also saw that a ranger rode with the bodies to Mammoth.

This concluded any observation or attention to the case by me.

Respectfully submitted,

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DR. J. M. WOLFE.

Mr. Sam T. Woodring.
Chief Ranger,
Yellowstone Park, Wyo.

My dear Chief:

The following are the details concerning the death of Earl Dunn and Wife of Minneapolis, Minnesota:

In attempting to turn around on the narrow Inspiration point road, Earl Dunn, driving a Ford Sedan having a Minnesota license No. 32981 backed off into the Canyon at a point approximately fifty feet north of Grand View, killing both his wife who was riding with him and himself.

The Canyon at this point is practically perpendicular for the first hundred feet from the top and is very steep and treacherous for its entire depth. The car lodged at the foot of the first ledge about two hundred feet from the road completely demolished, while the bodies of the occupants rolled about half way down the Canyon and lodged in a small ravine, where it was almost impossible to detect them from the rim.

Ranger Frank Mondell was stationed at the junction of the Tower Falls Road and the Inspiration Point Road to stop cars going in the direction of the accident. However, within a few minutes a large crowd gathered on the rim and adjacent points which threatened to block traffic and hinder the work of recovering the bodies.

Ranger Henry McCormick was left in charge of the station and the rest of the ranger force ably aided by drivers and hotel help started the work of reaching the bodies and bringing them to the top. Ray Mann, garage foreman at the Canyon Garage secured ropes from the camping company and deserves special credit for his work in assisting the ranger force. Assistant Chief Ranger Jos. Douglas and Mr. Burney of the Engineering Department supervised the details at the rim. Ranger Quentin Wert and P. H. McLean driving Bus No. 69 were first to reach the bodies after making the hazardous descent. Rangers Wilson and Kislingbury were next down but the bodies were not touched until Ranger Donohoe next arrived bringing canvass with him. Both bodies lay close together, the woman half buried in the rock slide, badly mangled and broken.

After ascertaining that no life remained in either, they were wrapped in canvass, bound with rope and the slow ascent began. The body of the man was taken first since it was most accessible. The first body started the ascent at 4:10 P. M. and the second at 5:15 P. M. Both bodies were brought to the Ranger Station from whence the ambulance carried them to Mammoth. Ranger McCormick accompanied them. Dr. Wolfe was present and directed the disposition of the remains.

Rangers Cogswell, Sprinkel, and Lawrence were actively engaged in the work of rescuing the bodies. Ranger Kislingbury made an inspection of the wrecked car, finding sixty dollars which was turned over to Assistant Chief Ranger Douglas.

The victims accompanied by an Illinois Ford car having a license No. 154077 had left their camp in Mammoth Auto Camp and were on their way around the upper loop. Mr. and Mrs. Dunn were described as being very nervous. Although a good many people saw the accident from a considerable distance, only one close eye witness could be found. This was Ed. G. Wright of Rockville Center, N. Y., a guest at the Canyon Hotel. Mr. Wright said, "It was a case of inexperience and carelessness". From conversation he had held with them just previous to the accident it appears that Mr. Dunn had been a switchman for the Northern Pacific in Minneapolis and deciding to quit Minnesota, had shipped his household belongings to Los Angeles, bought a Ford Sedan and started to drive to California.

Following is a list of names, exclusive of government men, without whose assistance the raising of the bodies would have been next to impossible.

P. N. McLean	Driver	No. 69	H. Varney	Driver	No. 117
J. W. Brouns	"	" 145	C. N. Dutton	"	" 241
R. L. Duncan	"	" 227	E. C. Myers	"	" 77
C. M. Miller	"	" 179	F. J. Cooper	"	" 199
L. C. Bury	"	" 27	A. S. Kruger	"	" 165
A. F. Harris	"	" 233	Dave Nash	"	" 254
F. Paul	"	" 82	J. F. Peterson	"	" 153
Joe Scanlan	"	" 93	N. A. Decker	"	" 251
C. W. Cowan	"	" 150	Ray Mann---Garage Foreman.		

Signed: C. F. Donohoe
Acting in charge of Canyon Station.

Respectfully submitted
Sam T. Woodring,
Chief Ranger.

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